

## RAILROADS.

## LOCAL TIME TABLE.

Texas and Pacific.		
EAST BOUND.		
No. 1, Dallas, Ar.	7:25 a. m.	
No. 2, Dallas, Ar.	8:30 p. m.	
WEST BOUND.		
No. 3, Dallas, Ar.	7:15 a. m.	
No. 4, Dallas, Ar.	8:20 p. m.	
Bureau, Kansas and Texas.		
NORTH BOUND.		
No. 5, Dallas, Ar.	7:30 a. m.	
No. 6, Dallas, Ar.	8:35 p. m.	
SOUTH BOUND.		
No. 7, Dallas, Ar.	7:40 a. m.	
No. 8, Dallas, Ar.	8:45 p. m.	
Fort Worth and Denver.		
NORTH BOUND.		
No. 9, Dallas, Ar.	7:50 a. m.	
No. 10, Dallas, Ar.	8:55 p. m.	
SOUTH BOUND.		
No. 11, Dallas, Ar.	8:00 a. m.	
No. 12, Dallas, Ar.	9:05 p. m.	
Fort Worth and Rio Grande.		
NORTH BOUND.		
No. 13, Dallas, Ar.	8:10 a. m.	
No. 14, Dallas, Ar.	9:15 p. m.	
SOUTH BOUND.		
No. 15, Dallas, Ar.	8:20 a. m.	
No. 16, Dallas, Ar.	9:25 p. m.	
Fort Worth and Santa Fe.		
NORTH BOUND.		
No. 17, Dallas, Ar.	8:30 a. m.	
No. 18, Dallas, Ar.	9:35 p. m.	
SOUTH BOUND.		
No. 19, Dallas, Ar.	8:40 a. m.	
No. 20, Dallas, Ar.	9:45 p. m.	
Fort Worth and Rock Island.		
NORTH BOUND.		
No. 21, Dallas, Ar.	8:50 a. m.	
No. 22, Dallas, Ar.	9:55 p. m.	
SOUTH BOUND.		
No. 23, Dallas, Ar.	9:00 a. m.	
No. 24, Dallas, Ar.	10:05 p. m.	

## The Great Wichita Valley.

The value of the country along the Fort Worth and Denver City Road in Texas, as a farming country has been proven so great, results have been so satisfactory, and people are coming here in such numbers, that it has compelled the opening of additional territory for settlement by the construction of the Wichita Valley Railway from Wichita Falls in Wichita county through Archer and Baylor counties. This road runs its route through the best farming country in the Panhandle, and is a valuable asset to the people of this section. It will give the people of this section a direct line to the great markets of the East, and will give them a direct line to the great markets of the West. It will give them a direct line to the great markets of the North, and will give them a direct line to the great markets of the South. It will give them a direct line to the great markets of the East, and will give them a direct line to the great markets of the West. It will give them a direct line to the great markets of the North, and will give them a direct line to the great markets of the South.

## THE RAILROADS.

## The Indifference of Texas Roads to the Demands of the Public.

The Great Intercontinental Enterprise—The Frisco Ejects Out of the Traces—General Railroad Items.

"As a general thing I don't believe in firing shot into railroads," remarked a commercial traveler for a St. Louis house to a GAZETTE reporter yesterday, "but I must admit that your paper is justified by existing conditions in all it says about railroads in Texas. I have been on the road for over fifteen years and I must say that nowhere that I have been have I ever seen as little attention paid to the wants of the public as is shown by Texas roads."

"The fast train matter is one that has long been talked of by commercial men, and we know that there is no reason—no good reason—why better time should not be made in Texas than is made. I don't know why it is not, but I do know that the passenger schedules are a reflection on the railroad ability of those whose duty it is to get them up."

As to the passenger service on the Texas and Pacific west of Fort Worth, it cannot be referred to in too strong terms. There are several good towns along the line of the road west of Fort Worth that demand and are entitled to better treatment than they are receiving. Weatherford, Cisco, Eastland, Abilene and Colorado are all prosperous and important towns, and contribute much to the earnings of this road, but no request of theirs seems to be noticed by the Texas and Pacific officials. In all these towns the leading business men claim (and justly, too) that another daily passenger train is needed on this road. They have brought this matter before the railroad officials, but nothing has been done."

"I have gone from Fort Worth west on this road, and have seen people who couldn't get a seat on the train. Any conductor on the line between Fort Worth and Weatherford can tell you this, as can many who have gone through the standing up process for miles. As I said, I don't, as a general thing, believe in shooting into railroads too hard, but there are exceptions to all general rules."

## A GREAT UNDERTAKING.

The Proposed Intercontinental Railroad Between North and South America.

The proposed intercontinental railroad which is to connect North and South America, starting southward from the City of Mexico, is now supplemented by a proposition from H. C. Parsons of Virginia to build another road, less than 2000 miles in length, beginning at Cartagena, on the northern coast of Colombia, thence running south through Ecuador to Cuzco, in Peru, where it will connect with the road already building northward from the Argentine confederation. A company has already been formed under a charter from the state of Virginia and trustees appointed, the latter being Judge Granville P. Hayes of New York, ex-Senator T. M. Norwood of Savannah, Ga., John W. Thompson, a Washington banker, and A. W. Campbell of Wheeling, W. Va. The first step to be taken will be the survey of the route, and for this a fund of \$500,000 has been raised. Great difficulties will stand in the way, especially among the mountains, as huge peaks will confront the surveyors in Ecuador and Bolivia, but in these days of science it is premature to consider anything insurmountable, and the success which has crowned the efforts of the builders of the road running east and west in piercing the Andes with tunnels will be encouraging to the projectors of

the north and south road. The new road, it is claimed, will pass through an exceedingly fertile country to the north, in many sections rich in gold and silver and abounding in coal and timber. A considerable portion of the road will run through an almost virgin region, very sparsely populated, but once opened up the projectors are certain that its natural resources will attract a large colonization. The country penetrated by the road is one of the most picturesque in the world, and the enthusiastic projectors are confident that within five years it will be the favorite route of tourists instead of the Europeans. It will at least be a new experience when the traveler can purchase his through tickets from New York to Chicago, thence to the City of Mexico through Central America, and down through the wild scenery of the Andes to the heart of Peru, thence eastward through Bolivia, Buenos Ayres and Brazil to Rio Janeiro, and home by steamer to New York. For some time to come it is evident that human enterprise and energy will concentrate themselves upon the great work of opening up Africa and South America, the one to civilization the other to commerce. England seems destined to accomplish the one and the United States, if she is quick to seize her opportunities, the other. [Chicago Tribune.]

## THE LITTLE ROCK AND MEMPHIS.

The Extension will be no Christmas Gift and Fort Worth Must Work For It.

While in reason the towns and cities in Arkansas and Texas that will be most benefited by the extension of the Little Rock and Memphis railway to Paris, Dallas or Fort Worth, as the case may be, cannot expect Memphis to go down in her pocket and do as much in proportion as themselves, because she has the road already, and no matter to what point it is extended this city will be the terminal eastern point, yet they can rely on the metropolis of the South doing her full share, and doing it with right hearty good will. What they want to do is to keep the ball rolling, and Memphis will give it a good hearty shove when it comes this way. [Memphis Scimitar.]

Now, what is Fort Worth going to do? Her delegates did not show up at the Rock and Memphis meeting held here last week, but Dallas was on hand and Bower was working. Those who are engineering this scheme are favorable to Fort Worth, but it can't be assumed that they are going to force a railroad on this city when other cities are willing to pay for it. [Fort Worth Gazette.]

The Scimitar is wrong. Memphis must go down in her pockets and must do as much in proportion as anybody, as she will be the largest beneficiary. She has the road, but where does it reach? A connection with the Gould system which carries its freights to St. Louis and keeps everything possible out of Memphis. Texas has a good many ways of getting out. Has Memphis any way to get in? Memphis, as we view it, has large broader and more vital interests in this than any other place, and should herself keep the sphere moving.

As to Fort Worth, THE GAZETTE is very right. South of Red river the game is one of self interest and self help. There are no Santa Clauses in the railroad business. [Paris News.]

## OUT OF THE TRACES.

The Frisco Withdraws from the Southern Interstate Association.

The Southern Interstate association met in St. Louis Saturday in conference with representatives of Texas roads. Chairman Blanchard's circular on territorial boundary lines came up for action, but it was decided that its provisions could not be put into effect till April 1. It was livestock rates which drew the Texas men to St. Louis, and the meeting expected to be able to take the matter up that day, but, on assembling, it was ascertained that the Rock Island, Chicago, Burlington and Quincy; Denver, Texas and Fort Worth, and Atchison representatives were not present. The matter was therefore laid over until 10 a. m. Monday, at which time it was expected that the lines mentioned would be represented.

A vote was taken on the proposed abolition of wheat and flour differentials. The St. Louis lines voted in favor of it, but the Texas lines threatened to retaliate by making local reductions if this was done, and the matter came to nothing.

The most important event of the day was the receipt of a notice from the St. Louis and San Francisco railroad company to the effect that it would on March 31 withdraw its passenger business from the control of the association. This will be a severe blow to the association, for with the Frisco and Atchison both out of its agreement, competition will naturally arise which will result in still further weakness, and the association is none too strong as it is. The inability of the Texas lines to openly join in the contract has been a more serious difficulty than was at first anticipated, and the Frisco's withdrawal will undoubtedly add to its troubles.

Henrietta, Jackboro and Gulf.

Correspondence of the Gazette.

HENRIETTA, TEX., Feb. 21.—Since the extension of the Missouri, Kansas and Texas railroad to Archer City and Seymour is now an assured fact within the next thirty days, it is also beyond doubt an assured fact that Henrietta has secured the Chicago and Rock Island if certain conditions are complied with, and on the strength of the good news received by L. Paddington, a member of our railroad committee, who has just arrived from Fort Reno, I. T., the board of trade was called together immediately by Hon. W. J. Swain, president, who explained the object of the meeting, and on motion Hon. A. K. Swain was appointed chairman and Capt. F. J. Barrett was appointed secretary. After the reading of several letters received from parties interested in the project, Col. R. W. Freeman of Boston, Mass., largely interested in the San Antonio and Aransas Pass railroad, offered the following resolution:

Resolved, that as soon as \$1000 per mile is subscribed between Henrietta and Jackboro, that 5 per cent. be immediately called for and a charter applied for, and a corps of engineers be put on the line immediately between Henrietta and Jackboro.

A committee consisting of W. B. Stickney, I. J. Graus, J. B. Hopkins was appointed to open the books and raise as much stock as possible within the next five days.

A resolution was introduced and unanimously adopted naming the new projected line from here to Jackboro the Henrietta, Jackboro and Gulf railroad. Twenty-seven thousand dollars has been promised, and it is thought that forty thousand dollars can be raised here for the projected new line of railroad. A committee was appointed to go to Jackboro immediately and confer with the citizens and ascertain what aid they

would give in the new enterprise. The meeting adjourned to meet on Monday next at 2 o'clock at the board of trade rooms.

After the Rio Grande.

COMANCHES, TEX., Feb. 21, 1890. To the Gazette. We had the pleasure of meeting Messrs. J. J. Cox and M. C. Kirkpatrick of Mullen last Thursday. The former is a young lawyer and the latter is a surveyor and large land owner. These gentlemen were here in the interest of the extension of the Fort Worth and Rio Grande railroad to their town and thence to San Sabá and Llano. They have been corresponding with the officials of this road and have hopes of securing the same. Mullen is directly on an airline from here to Llano and the route proposed by these gentlemen is one which will have no great amount of heavy grading and can be built as cheap as any line running to the iron regions south of this place.

## Locating the Line.

HENRIETTA, TEX., Feb. 21.—B. F. Wather, chief engineer of the Missouri, Kansas and Texas railroad, arrived this evening. Himself and party start for Archer City and Seymour to locate the line and right-of-way men will follow him up on Monday next, and by the first of the month dirt will be flying on the extension to Archer City and Seymour.

## Material for a Bridge.

SPECIAL TO THE GAZETTE. FORT SMITH, ARK., Feb. 24.—The steamer Speed arrived here to-day from St. Louis with five barges loaded with material to be used in the construction of the Missouri Pacific railroad and wagon bridge across the Arkansas river at this place. The Speed left this afternoon on her return trip to St. Louis.

## Wichita Valley Railway.

WICHITA FALLS, TEX., Feb. 24.—The first five miles of the Wichita Valley railroad has been graded, and the work being light, not less than a mile a day will be covered.

## General and Personal.

W. G. Coffey, traveling passenger agent of the Little Rock and Memphis, was in the city yesterday.

J. L. A. Thomas, commercial agent of the Fort Worth and Denver at Dallas, was in the city last night.

Charles Larimer is holding down the position of chief clerk in the general superintendent's office of the Fort Worth & Denver.

The grade of the Belt Line around Fort Worth has been completed a distance of a mile and a half, and the grade has been pushed ahead. They can be seen at work from the Main street bridge.

The Missouri, Kansas and Texas will sell round trip tickets to San Antonio at one and one-third fare on account of the Grand Army encampment, on the 4th and 5th of March, the tickets to be good to return until March 10.

The work on the grade of the extension of the Fort Worth and Denver from Dodge into the city is nearly completed, and in a short time it will be ready for the ties and rails—some time before the steel bridge that is to span the Trinity will arrive.

The New York Central engineers who have been on the road for thirty consecutive years and are still in the company's service will probably take a trip to the Pacific coast about April 1. It is expected that there will be about twenty-five or thirty in the party, many of them from the eastern division.

THE GAZETTE has it from reliable authority that work will soon begin on the top road to be built from Milap, on the Texas and Pacific, to Mineral Wells. It is believed that the Texas and Pacific has an interest in the enterprise, and 'tis said that more spurs will be attached to the main line before the year is over.

Sixty years ago railroads were unknown in the United States, which then had a population of 15,000,000 people. To-day there are in this country 165,000 miles of railroad, and more than 100,000,000 tons of freight are transported last year. 600,000,000 tons of freight. Upon these lines 1,000,000 men are employed, and the annual disbursements for labor and supplies are above \$600,000,000.

At a meeting of the Southern Interstate association held at St. Louis on the 15th inst., the secretary was directed to communicate with all lines in interest, calling attention to the fact that the present rate on rails for steam railroads should be withdrawn on March 15, and effective on that date advanced to the rate of \$3.50 per ton of 2240 pounds from St. Louis with agreed differentials from deferred territories.

The Santa Fe has again broken the record in the matter of fast freights. Car No. 957, laden with goods from the Mallory station line, left Galveston last Sunday night, and made the run to Denver over the Gulf, Colorado and Santa Fe, and Atchison, Topeka and Santa Fe in just seventy-two hours. The run from Pueblo to Denver was made in four hours. This eclipses all former freight runs from the Gulf to Denver.

A Santa Fe fast freight has just made the run from Dodge City, Kan., to Denver in fifteen hours. The distance is 382 miles, and the running time was twenty-seven and one-half miles per hour. This is about seven miles an hour faster than the passenger trains make in Texas. If the Santa Fe or some other road in Texas would throw a little of this snail into the passenger train time down here they could win "golden opinions from all sorts of people."

In a very short time, attracted by the Spring Palace, and to take advantage of cheap railroad rates, thousands of visitors will be coming to Texas from other states. The railroad managements should appreciate this fact sufficiently to change their passenger schedules from the present funeral-like time to something more in keeping with the railroads from the sections from whence these people will come. A fast passenger service will be a big advertisement of the road that will put it on.

"There is a cry from Macedonia, 'Come and help us.' " was written years ago; there is a cry from West Texas now, "Give us another passenger train!" that has been ding-donged in the ears of the Texas and Pacific management for weeks. The first cry was answered, and help was sent to Macedonia, but the people of West Texas are still crying, and the Texas and Pacific management continues to run two passenger trains on the same time between Wills Point and Fort Worth.

## No Particulars Yet.

PHOENIX, A. T., Feb. 24.—No information has been received here yet in

regard to the break in the Walnut Grove dam. If the disaster has occurred, the damages to the dam and the loss of property must be very great. The entire valley from the dam to Wickenburg is inhabited, principally by Mexican miners and ranchers. The fall of rain and snow has been very heavy in the mountains to the north and east, and the water here is very high. The river rose seventeen feet in fifteen hours Saturday morning. The railroad bridge across it washed away for 201 feet, and half a mile of track on the bank of the river is gone. Telegraphic communication was interrupted, but the wire was replaced across the river last night.

AS A NERVE TONIC. Use Horsford's Acid Phosphate. Dr. S. L. WILLIAMS, Clarence, Iowa, says: "I have used it to grand effect in a case of neuritis, fever, and in uterine difficulties. Also, in cases where a general tonic was needed. For a nerve tonic it is the best I have ever used, and can recommend it most confidently."

Buckwheat flour and pure maple syrup always on hand at Fort Worth Grocer Co's.

Telephone No. 82 for the finest groceries in the city. BYRON & NEIER.

## A GALVESTON SHOOTING.

Two Colored Men Disagree, and One Fills the Other With Lead. GALVESTON, TEX., Feb. 24.—About 11 o'clock last night, in the saloon of John Goodwin, in the western part of the city, a difficulty occurred between A. H. Husey, a negro gambler, and Ben Washington, colored, a float driver. According to Husey's statement they decided to "settle" on the sidewalk. On reaching the pavement Washington put his hand in his shirt bosom, and drawing a revolver therefrom, opened fire on Husey. In Washington's first attempt to fire his pistol snapped, but after this he fired three shots in rapid succession, all of which went wide of the mark. Husey, in the meantime got out his pistol, which contained two loads, and opened fire upon Washington. The first whistled past his ear. The second ball penetrated Washington's right abdomen and lacerated his intestines. He was carried to his room from which he was subsequently removed to the Sealy hospital for treatment. Washington is too weak and feeble to make a statement beyond the fact that he said "Husey has been following me around for two days, and my footsteps to kill me."

The physicians at the hospital in speaking of Washington's chances for recovery said: "They are very slim as peritonitis had already set in." Husey was arrested at 4 o'clock this morning and was held without bail to await the result of Washington's injuries. Husey is a hard case while Washington is represented as a quiet, unassuming negro.

Solomon did not, as many believe, discover the formula of Dr. Bull's Cough Syrup. Salvation Oil has many competitors in the market but no rivals. Price only 25 cents.

Shour, sweet and plain mixed pickles, corn chow, olives, Dill pickles, all in bulk at the Fort Worth Grocer Co's.

## SUNDAY GAZETTE, MARCH 2.

YOUTHS' DEPARTMENT, AN UNUSUALLY INTERESTING NUMBER.

BY ORDER OF THE CZAR, TWENTIETH INSTALLMENT OF THIS THRILLING ROMANCE.

OLD TIMES IN TEXAS, BY AN HONORED VETERAN.

SPICY CLARA BELLE'S LETTER.

WOMEN IN BUSINESS.

"WILL YOU MARRY ME?" A symposium by experts.

SHIRLEY DARE'S DREAM.

MRS. PARTINGTON, Another funny installment.

And all the news—state, domestic and foreign.

SUNDAY GAZETTE, MARCH 2.

Orders for extra copies should be sent in early.

Telephone No. 82 for fine groceries. BYRON & NEIER.

Notice. The attention of the public is called to the opening of the Fort Worth and Rio Grande railway for freight and passenger business to Dublin, Erath county, Tex., on Monday, the 24th inst.

Until further notice trains will leave Fort Worth at 10 a. m., arriving at Dublin 5:30 p. m.; leave Dublin 8 a. m., arriving at Fort Worth 4 p. m., daily except Sunday.

This road is the shortest line to Dublin and adjacent points. Freight will be received in Fort Worth at the Texas and Pacific freighthouse and forwarded without transfer and with dispatch.

Rich and Lord, General Freight and Passenger Agent, Fort Worth, Tex., Feb. 23, 1890.

People from all sections of the country are coming to Fort Worth and investing in real estate. Denver, Kansas City, Omaha and even Dallas are putting their money in Fort Worth dirt. These wide-awake people know that our city is destined to be a large and populous place. We know numbers of people who have lived here years, and point out property and say, "I could have bought a certain piece of property for \$500; now it is worth \$5000. Why don't you get a home while prices are within your reach? You can buy very cheap of us, as we bought before the late advance."

Don't fail to try Dr. Thurmond's Lone Star Catarrh Cure, the greatest remedy on earth for catarrh and colds in the head. All druggists.

CALL AS GAZETTE'S BUSINESS OFFICE and examine this paper's premium saving machine. This handsome \$45 machine and the WEEKLY GAZETTE only \$21.25; with the SUNDAY GAZETTE only \$23; with the DAILY GAZETTE only \$30.

We have on hand a nice stock of choice dried evaporated fruits—peas, peaches, blackberries, raspberries, apricots and apples—try some with your next order. FORT WORTH GROCER CO.

A Tug Boat Blows Up. FLORES blew up yesterday about thirty miles above here, killing Engineer William Granberry, his son and a colored cook, and severely injuring Capt. Hall and Pilot Rome.

PHOENIX, A. T., Feb. 24.—No information has been received here yet in

## FORT WORTH.

## Something About Its Location and Many Advantages.

Character of Her People—Why She Will be the Largest City in Texas—Tributary Territory.

Fort Worth is said to be a well advertised city, but how many there are who do not know many material things about her past, present and future. Texas has to-day no great city, but within a very few years will have a metropolis that will be as New York to New York, Boston to Massachusetts, Philadelphia to Pennsylvania, Chicago to Illinois, St. Louis to Missouri—and that city will be Fort Worth.

Men make cities, and causes bring men. Fort Worth has the causes, and the men are coming.

Fort Worth is located on the Trinity river, at the confluence of the Clear fork and West fork, which form an ever living stream, furnishing an abundant supply of pure water, and providing an outlet below the city for sewerage.

One fact may here be stated that will have much to do with Fort Worth's supremacy. No city in North Texas, the grain belt of the state, save and except Fort Worth has an abundant water supply. No city east of Fort Worth has it and no city can obtain it.

Fort Worth is the only city in the whole state that has a sewerage system that is complete. Forty-five miles of sewers drain this city. No city in Texas at present located can have a perfect sewerage system—save and except Fort Worth.

Fort Worth is in new Texas, peopled in the last fifteen years. Her population is essentially that of the Western city. She is the only large place in the new Southwest.

Fort Worth is the only city of any size in Texas located by skilled engineers. It was chosen as a post by engineers of the United States government on account of its altitude, its limestone foundation, its proximity to water and the fact that the prevailing wind—that from the south—passed over its stream.

Fort Worth is at the point where the great wheat belt of Texas begins, and the grain country of Texas lies west, northwest and southwest of her. Three great trunk lines penetrating this belt have their initial point at Fort Worth, and a fourth trunk line is now building from Fort Worth in a northerly direction, through an occupied but rich country.

All the vacant farming lands in Texas lie west of Fort Worth.

Fort Worth has a trade territory undisputed of 400,000 miles. No other city in Texas has 100 miles square.

Seven trunk lines center at Fort Worth, giving her eleven outlets for trade.

Rich iron deposits have been found within ten miles of the city, and Fort Worth is nearest all the coal fields in Texas which are west of her.

Fort Worth is nearer to the iron, manganese and granite of Llano county than any city in Texas.

Two railroads now radiate from Fort Worth into the republic of Mexico, and a third line is well on its way to that rich country. Fort Worth will command the trade of Mexico.

Beneath the pure water from the river, Fort Worth has 120 artesian wells, which furnish the finest freestone water found.

Building stone and paving material are near at hand.

To-day Fort Worth has 33,000 people; in five years she will have 100,000 people or more.

## DECATUR.

J. M. Limpo Given Two Years for Killing Jack O'Connor.

SPECIAL TO THE GAZETTE. DECATUR, TEX., Feb. 24.—J. M. Limpo pleaded guilty to manslaughter and was given two years in the penitentiary this morning. He killed Jack O'Connor last summer in a saloon fight and was tried last term of court, found guilty of murder and given sixteen years in the penitentiary from which he appealed and had the case reversed. He seemed to be satisfied with his sentence and proud of the chance to go to the penitentiary.

Mr. C. H. Kimbrough, the gentleman who fell thirty feet down into a gulch, is improving and will likely recover from the effects of the terrible fall. He was burning grass at night and had no idea of being near the bank when he went off.

Vegetable seed at Baker Bros., 513 Main street.

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And all the news—state, domestic and foreign.

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Orders for extra copies should be sent in early.

We have just completed eight very cozy houses on four different streets on the South Side that we will sell cheap, and on easy monthly payments, with a small cash payment down. Now is the opportunity to secure a home if you haven't one. Property is appreciating in value very rapidly, as every one knows. In a short time prices will be so high that persons of limited means will not be able to secure a home of their own. JAMES RYAN & CO.

CHICHESTER'S ENGLISH PENNYROYAL PILLS. RED CROSS DIAMOND BRAND. Suffer from indigestion, biliousness, headache, neuralgia, rheumatism, etc. Take no other pills. Get the English Pennyroyal Pills. Sold by all druggists. Price 25 cents. Address: CHICHESTER'S ENGLISH PENNYROYAL PILLS, 10, Abchurch Lane, London, E.C. 4, ENGLAND.

**St. Jacobs Oil**  
used according to DIRECTIONS with each BOTTLE. For CUTS and WOUNDS.

Medicine, Iowa, Aug. 5, 1888. I cut my foot with an axe; St. Jacobs Oil cured me up nicely. ELMER STURM.

Salix, Iowa, Aug. 7, 1888. I was wounded in the neck and knee during the war, the pain of which St. Jacobs Oil always relieves. JNO. V. SHIMER.

At DRUGGISTS and DEALERS. THE CHARLES A. VOGELER CO., Baltimore, Md.

**PILES**  
ITCHING PILES. SYMPTOMS—Weakness, loss of appetite, itching, swelling, pain, etc. CURE—Dr. Williams' Pink Pills. Address: DR. WILLIAMS' PINK PILLS, 10, Abchurch Lane, London, E.C. 4, ENGLAND.